

Statewide Interstate Corridor Plan Fiscal Years 2008-2030

Summary of Needs

The SCDOT currently maintains 829 centerline miles of interstate. This includes all mainline resurfacing, drainage, signing, pavement markings, guardrail replacement, lighting, and Intelligent Transportation Systems (ITS). In addition to these maintenance activities, SCDOT is also responsible to address the interstate capacity needs in our state. This includes both the reconstruction of existing interstate interchanges, as well as providing additional travel lanes or alternative transportation options where the existing level of service has reached capacity. Currently, the interstate system in South Carolina has 45 centerline miles of capacity needs. By 2030, to maintain an acceptable level of service, that number will grow to 445 miles. In addition, close to 50 interstate interchanges across the state are in need of reconstruction to allow for today's traffic flow.

The challenge we face is the cost to provide for the construction of these additional capacity and reconstruction projects. In 2008, providing an additional lane in each direction on an interstate mainline is estimated to cost almost \$20 million per mile for design, right of way acquisition, and construction. The cost to design, purchase right of way, and reconstruct an urban interchange averages over \$40 million. A rural interstate interchange would cost slightly lower, averaging close to \$35 million to construct. Our current interstate funding levels projected to 2030 total 2.86 Billion. Based on the construction needs listed above, South Carolina's unconstrained interstate funding needs to 2030 would need to be more than \$11 Billion in today's dollars. Inflation over the period will make this number grow dramatically. As an example, assuming a 6% inflation factor, a \$200 million construction estimate in 2008, would translate to over \$400 million by 2020. If construction were to be delayed until 2028, that estimate would grow to \$640 million, over 3 times the current cost. It is easy to see from this example how inflation could allow the \$11 Billion interstate need in 2008 to soar to as much as \$25-30 Billion by 2030.

Methodology

A financial worksheet was developed to provide a schedule for potential interstate improvements based on the current funding levels. The worksheet includes the categories of safety/signing/pavement markings, interstate rehabilitation, bridge needs, interchange reconstruction, and widenings. While the overall existing funding level was maintained throughout the planning horizon, a 6% annual inflation factor was applied to each future year to account for anticipated cost increases in construction. Interstate mainline capacity needs and interchange needs are evaluated on a statewide basis and have ranking procedures consistent with Act 114. The interstate mainlines are evaluated based on present day volume-to-capacity ratios. Interchanges are evaluated using a combination of the Interactive Interchange Management System (IIMS), which considers traffic, safety, and geometric data, as well as other applicable Act 114 criteria. As a result, a top 10 list of interstate mainline widening needs and interchange needs was

developed with planning-level cost estimates. Based on priority, projected cost, and available funding, project recommendations were scheduled through the year 2030 providing a concept plan for interstate investment over the next 20 years.

Several scenarios were considered when evaluating potential combinations of projects. Included within the lists of potential improvements are three “mega” projects. These three large scale projects include: the I-526 widening to 6-lanes in Charleston County, I-85 widening to 8-lanes in Greenville and Spartanburg Counties, and the series of interchange improvements along I-26 from Saint Andrews Road (S-36) to I-126 in Lexington and Richland Counties. In today’s dollars, each one of these project’s construction cost would exceed \$400 million dollars. Under existing funding levels, and with consideration for future inflation, it is not possible to schedule a “mega” project within the financial constraints of the interstate program. However, design funding was programmed for each potential project to better define the improvement and provide an engineering level cost estimate. Each project would need to be a candidate for extraordinary funding opportunities in the future.

Overall, ten interchanges and eight widening projects have been recommended for consideration. The project recommendations are consistent with the priorities for each category of improvement. During the design phase, all interstate mainline widening projects will be evaluated in terms of mass transit alternatives. Mass transit, in the form of high-occupancy lanes or rail service will be considered in addition to or in place of adding additional travel lanes on the interstate system. Also, as part of the planning and environmental studies, air quality impacts will be considered as part of the project evaluation for corridors that are located in the Environmental Protection Agency (EPA) declared non-attainment areas.

Summary

The fiscally constrained 2030 interstate long range plan was developed to address the greatest interstate maintenance and capacity needs within the current program budget. It becomes very obvious that to address the true long range needs of this program, extraordinary funds need to be made available. The constrained plan shows the complete construction of five of the top nine current interstate widening needs and five of the needed interchange reconstruction projects in South Carolina by 2030. The plan also includes the design budget for the three previously discusses “mega” projects. To accomplish this limited list of capacity improvements, the interstate maintenance/operations budget was forced to remain constant at \$45 million per year from 2010 through 2028. The total cost for the recommended capacity increases, along with the yearly interstate maintenance cost through 2030 is \$2.86 Billion It is our recommendation that when/if interstate maintenance funds are increased to South Carolina by formula through yearly federal appropriations bills, and/or through new highway bills, that first consideration for those increases be directed toward pressing interstate resurfacing/maintenance needs. If available, any remaining interstate maintenance fund increases should be supplemented with National Highway System or other flexible funds for additional capacity increases.

To adequately address the larger interstate program project needs without extraordinary funding would require as much as an immediate 300% increase in traditional interstate funding, with yearly inflationary increases comparable with construction inflation. This type of increase would be difficult to achieve without a substantial increase in yearly federal program funding as well as additional state and local funds. For that reason, other extraordinary funding avenues should be explored to supplement the program.

In conclusion, South Carolina's interstate system must be kept safe and efficient to effectively serve as a viable transportation and economic resource for the citizens of our state.

Interstate 20 Corridor

The map of Interstate 20 reflects all capital and rehabilitation needs from the Georgia state line to its termini in Florence, South Carolina.

Constrained Widening Needs Constrained widening projects are those that we anticipate will be fully funded for design right of way and construction over the next 20 years.

There is one constrained project on this map that runs from Interstate 77 to S-53 between Richland and Kershaw Counties. It is 5.94 miles in length and will be widened from 4 to 6 lanes.

Unconstrained Widening Needs There are five unconstrained widening projects on the map. Unconstrained needs reflect deficiencies based on projected congestion levels, but funding has not been identified.

- The first one is in Aiken County and extends from the Georgia line to US 25. It is 5.02 miles long and would be widened from 4 to 6 lanes.
- The second is between Lexington and Richland Counties from US 378 to Interstate 77. It is 14.45 miles in length and it would be widened from 6 to 8 lanes.
- The third is in Lexington County from S-204 to US 378 and is 10.31 miles long. It would be widened from 4 to 6 lanes.
- The fourth project is between Richland and Kershaw Counties from S-53 to US 521. It is 16.15 miles long and would be widened from 4 to 6 lanes.
- The fifth unconstrained project is in Aiken County and runs from US 25 to S-144. It is 6.20 miles long and would be widened from 4 to 6 lanes.

There are also Interchange Needs along Interstate 20. Five unconstrained interchange projects have been identified.

- The first is at Interstate 20 and US 176 in Richland County at Exit 65.
- The second is in Lexington County at I-20 and US 378 at Exit 61.
- The third at I-20 and SC 277 Exit 73 in Richland County.
- The fourth is also in Richland County at US 1, Exit 74.
- The fifth is also in Richland County at SC 555, Exit 72.

There are 6 Pavement Rehabilitation projects along Interstate 20. These are resurfacing projects that we expect to program over the next two years based on available funding.

- Three are in Aiken County. The first is 5.65 miles heading east from mile post 22.85 to 28.50. The second is 2.20 miles long also heading east from mile post 33.60 to 35.80. The third project is 5.10 miles long heading east from mile post 28.50 to 33.60.
- There are two 2-year projects in Lexington County. One is heading east from mile post 60.28 to 62.90 and is 2.62 miles long. The second is from mile post 52.74 to 54.38 and is 1.64 miles long heading west.

- There is one two-year project in Richland County. It is 7.00 miles long and heading east from mile post 62.90 to 69.90.

There are 5 Candidate Pavement Rehabilitation projects along Interstate 20 that we expect to program over a four to six year period.

- Two are in Aiken County. The first is heading east from mile post 35.80 to 37.50; the second from mile post 0.0 to 5.98, heading east.
- One project is in Lexington County, from mile post 37.74 to 52.74 heading west.
- Two are in Richland County. One is from mile post 60.28 to 75.28 heading west; the second from mile post 78.90 to 80.00 also heading west.

There are two categories of Substandard Bridges identified on the map. One category is overpasses and the other is main line bridges.

There are 5 substandard overpasses along Interstate 20.

- One in Aiken County at S-144 crossing.
- Three are in Richland County, at the US 321, US 21 and S-52 crossings.
- There is one in Florence County at S-112 crossing.

There are 11 substandard mainline bridges identified on the map.

- There are two in Aiken County. One is the SC 19 crossing; a second at the US 1 crossing.
- There is one in Lexington County at the Southern Railway & Freight Road.
- Four are located in Richland County, at SC 555 Southern Railroad Freight Road; at Jackson Creek; at the ramp at mile post 75.72; and at S-63, Alpine Road.
- There are three in Kershaw County, at Lugoff Farms private Road, at Wateree Swamp Overflow, and at Big Pine Tree Creek.
- There is one in Lee County, at the abandoned SCL Railroad.

Interstate 26 Corridor

The map of Interstate 26 reflects all capacity and rehab needs. The constrained widening projects reflect projects that we anticipate will be fully funded for design right of way and construction over the next 20 years. Unconstrained needs reflect deficiencies based on projected congestions levels but funding has not been identified for the project.

- There are currently no three constrained widening needs identified on the map.
 - The first constrained widening is located in Charleston County from US 52 Connector to Interstate I-526.
 - The second constrained widening is located in Lexington and Richland Counties from I-126 to US 321.
 - The third is located in Lexington and Calhoun Counties from US 321 to Secondary 31.

- There are eight unconstrained interchange widening needs identified on the map.
 - The first unconstrained widening is located in Lexington and Richland Counties from US 176 to Secondary 36.
 - The second unconstrained widening is located in Spartanburg County from US 176 to SC 296.
 - The third unconstrained widening is located in Dorchester and Berkeley Counties from State Highway 27 to US 17-A.
 - The fourth unconstrained widening is located in Lexington, Calhoun, and Richland Counties from Secondary 31 to Interstate 95.
 - The fifth unconstrained widening is located in Berkeley and Charleston Counties from US 17-A to US 52 Connector.
 - The sixth unconstrained widening is located in Newberry, Lexington, and Richland Counties from State Highway 202 to US 176.
 - The seventh unconstrained widening is located in Charleston County from Interstate 526 to Heriot Street.
 - The eighth unconstrained widening is located in Spartanburg County from State Highway 296 to US 221.

There are also constrained and unconstrained interchanges. Again the constrained interchanges are ones where funding is available and unconstrained have no funding.

- There is one constrained interchange need identified on the map.
 - Interchange 212A is located at the crossing of Interstate 26, Remount and Airport Road.
- There are eighteen unconstrained interchange needs identified on the map.
 - Interchange 107 is located in Lexington County at the crossing of Interstate 20.
 - Interchange 108A is located in Richland County at the crossing of Bush River Road.
 - Interchange 211 is located in Charleston County at the crossing of Aviation Avenue.
 - Interchange 212BC is located in Charleston County at the crossing of Interstate 526.
 - Interchange 106 is located in Lexington County at the crossing of Saint Andrews Road.
 - Interchange 108 is located in Richland County at the crossing of Interstate 126.
 - Interchange 97 is located in Richland County at the crossing of United States Highway 176.
 - Interchange 216 is located in Charleston County at the crossing of State Highway 7.
 - Interchange 208 is located in Charleston County at the crossing of United States Highway 52.

- Interchange 111 is located in Lexington County at the crossing of United States Highway 1.
- Interchange 104 is located in Lexington County at the crossing of Piney Grove Road.
- Interchange 113 is located in Lexington County at the crossing of State Highway 302.
- Interchange 110 is located in Lexington County at the crossing of United States Highway 378.
- Interchange 199 is located in Berkeley County at the crossing of Interstate 26 and United States Highway 176.
- Interchange 205 is located in Charleston County at the crossing of United States Highway 78.
- Interchange 102 is located in Richland County at the crossing of State Highway 60.
- Interchange 213 is located in Charleston County at the crossing of West Montague Avenue.
- Interchange 103 is located in Lexington County at the crossing of Harbison Boulevard.

These are resurfacing projects we expect to program over the next two years based on available funding. There are also candidate resurfacing projects that we expect to program over the next four to six years.

- There are currently five two year pavement resurfacing projects identified on the map.
 - The first is located in Spartanburg County.
 - The second is located in Lexington County and is 1.50 miles in length.
 - The third is located in Lexington County and is 15 miles in length.
 - The fourth is located in Clarendon County and is 4.07 miles in length.
 - The fifth is located in Charleston County and is 8.99 miles in length.
- There are currently sixteen candidate pavement resurfacing projects identified on the map.
 - The first is located in Charleston County 4.42 miles in length.
 - The second is located in Spartanburg County and is 1.20 miles in length.
 - The third is located in Calhoun County and is 1.80 miles in length.
 - The fourth is located in Charleston County and is 2.40 miles in length.
 - The fifth is located in Lexington County and is 1.34 miles in length.
 - The sixth is located in Lexington County and is 3.40 miles in length.
 - The seventh is located in Lexington County and is 1.62 miles in length.
 - The eighth is located in Richland County and is 4.50 miles in length.
 - The ninth is located in Laurens County and is 15 miles in length.
 - The tenth is located in Spartanburg County and is 6.10 miles in length.
 - The eleventh first is located in Lexington County 5.60 miles in length.
 - The twelfth is located in Richland County and is 9.30 miles in length.
 - The thirteenth is located in Laurens County and is 15 miles in length.

- The fourteenth is located in Newberry County and is 11.10 miles in length.
- The fifteenth is located in Spartanburg County and is 9.20 miles in length.
- The sixteenth is located in Calhoun County and is 13.20 miles in length.

There are two categories of substandard bridges identified on the map. One category is overpasses and the other is main line bridges.

- There are twenty one substandard overpasses identified on the map.
 - The first substandard overpass is located at crossing the Southern Railroad.
 - The second substandard overpass is located at the crossing of Southern Railroad.
 - The third substandard overpass is located at the crossing of State Highway 85.
 - The fourth substandard overpass is located at the crossing of Secondary 78 and Southern Highway.
 - The fifth substandard overpass is located at the crossing of P and N Railroad.
 - The sixth substandard overpass bridge is located at the crossing of CSX Railroad and Cord Street.
 - The seventh substandard overpass bridge is located at the crossing of the C.N.L Railroad.
 - The eighth substandard overpass bridge is located at the crossing of United States Highway 1.
 - The ninth substandard overpass bridge is located at the crossing of Southern Railroad No. 1.
 - The tenth substandard overpass bridge is located at the crossing of State Highway 302.
 - The eleventh substandard overpass is located at the crossing of United States Highway 21 and United States Highway 321.
 - The twelfth substandard overpass is located at the crossing of Cypress Swamp.
 - The thirteenth substandard overpass is located at the crossing of Mall Road Access.
 - The fourteenth substandard overpass is located at the crossing of State Highway 642.
 - The fifteenth substandard overpass is located at the crossing of State Highway 7.
 - The sixteenth substandard overpass bridge is located at the crossing of United States Highway 52.
 - The seventeenth substandard overpass bridge is located at the crossing of WBL to Spruill and Railroad.
 - The eighteenth substandard overpass bridge is located at the crossing of Spruill Con to EBL and Railroad.
 - The nineteenth substandard overpass bridge is located at the crossing of Interstate 26 EB TO Mt. Pleasant Street.

- The twentieth substandard overpass bridge is located at the crossing of Mount Pleasant St to Interstate 26 west.
- The twenty first substandard overpasses is located at the crossing of Cypress Street to Interstate 26 EB.
- There are twenty six substandard mainline bridges identified on the map.
 - The first substandard mainline is located at crossing of State Highway 292.
 - The second substandard mainline is located at the crossing of Southern Railroad.
 - The third substandard mainline is located at the crossing of County Road 822.
 - The fourth substandard mainline is located at the crossing of United States Highway 176.
 - The fifth substandard mainline is located at the crossing of Secondary 525.
 - The sixth substandard mainline bridge is located at the crossing of Secondary 50.
 - The seventh substandard mainline bridge is located at the crossing of the State Highway 92.
 - The eighth substandard mainline bridge is located at the crossing of Interstate 385.
 - The ninth substandard mainline bridge is located at the crossing of State Highway 56.
 - The tenth substandard mainline bridge is located at the crossing of State Highway 66.
 - The eleventh substandard mainline is located at the crossing of Secondary 234.
 - The twelfth substandard mainline is located at the crossing of United States Highway 176.
 - The thirteenth substandard mainline is located at the crossing of Secondary 80.
 - The fourteenth substandard mainline is located at the crossing of Secondary 30.
 - The fifteenth substandard mainline is located at the crossing of Secondary 365.
 - The sixteenth substandard mainline is located at the crossing of Secondary 72.
 - The seventeenth substandard mainline is located at the crossing of Secondary 29.
 - The eighteenth substandard mainline is located at the crossing of Secondary 36.
 - The nineteenth substandard mainline is located at the crossing of Secondary 1302.
 - The twentieth substandard mainline is located at the crossing of County Road 337.

- The twenty first substandard mainline is located at the crossing of Secondary 275.
- The twenty second substandard mainline is located at the crossing of Secondary 535.
- The twenty third substandard mainline is located at the crossing of Secondary 195 – Eagle Drive.
- The twenty fourth substandard mainline is located at the crossing of Interstate 26 Ramp.
- The twenty fifth substandard mainline is located at the Meeting Street Interchange.
- The twenty sixth substandard mainline is located at the crossing of S. Spruill Connection.

Interstate 77 Corridor

The map of Interstate 77 reflects all capacity and rehab needs. The constrained widening projects reflect projects that we anticipate will be fully funded for design right of way and construction over the next 20 years. Unconstrained needs reflect deficiencies based on projected congestions levels but funding has not been identified for the project.

- There are currently no constrained widening needs identified on the map.
- There are six unconstrained widening needs identified on the map.
 - The first unconstrained widening is located in Richland Counties from I-20 to SC-277.
 - The second unconstrained widening is located in Richland/Lexington County from SC-35 to I-20.
 - The third unconstrained widening is located in York County from US-21 to SC-122
 - The fourth unconstrained widening is located in Richland County from SC-277 to US-21.
 - The fifth unconstrained widening is located in Fairfield/Richland Counties from US-21 to S-41.
 - The sixth unconstrained widening is located in Chester County from SC-200 to US-21.
- There are no constrained interchange needs on the map.
- The following are unconstrained interchange needs:
 - The first unconstrained interchange is located in Lexington County at I-77/SC-35 Exit # 2
 - The second unconstrained interchange is located in York County at I-77/SC-161 at Exit # 82C
 - . The third unconstrained interchange is located in York County at I-77/SC-122 at Exit # 79

- The fourth unconstrained interchange is located in Richland County at I-77/I-20 at Exit # 16
- There is currently one candidate for Two-Year pavement rehabilitation:
 - The candidate project is located in Richland County.
- There are five candidates identified for pavement rehabilitation:
 - The first is located in Richland County with 4.57 miles in length.
 - The second is located in Fairfield County with 0.22 mile in length.
 - The third is located in Fairfield County with 0.30 mile in length.
 - The fourth located in Richland County with 9.33 miles in length.
 - The fifth located in Richland County with 9.35 miles in length.

There are two categories of substandard bridges identified on the map. One category is overpasses and the other is main line bridges.

- There are no substandard overpasses identified on the map.

Interstate 85 Corridor

The map of Interstate 85 reflects all capital and rehabilitation needs between the Georgia State Line in Oconee County to the North Carolina State Line in Cherokee County. The constrained widening projects reflect projects that we anticipate will be fully funded for design right of way and construction over the next 20 years. Unconstrained needs reflect capacity deficiencies based on projected congestions levels but funding has not been identified for the project.

There are currently no constrained widening projects for Interstate 85.

There are six unconstrained capacity needs for Interstate 85:

- In Greenville and Spartanburg Counties from US 25 to SC 129;
- Anderson and Greenville Counties from SC 153 to US 25;
- Spartanburg County from SC 85 to I-85 Business Loop;
- Spartanburg and Cherokee Counties from US 221 to the North Carolina state line; Anderson County from US 76 to SC 153, and
- Oconee and Anderson Counties from the Georgia state line to US 76.

There is one constrained interchange need along Interstate 85:

- Exit 51 in Greenville County. This interchange is located at the crossing route of Interstate 85 and Interstate 385.

There are ten unconstrained interchange needs along Interstate 85 including the following:

- Exit 40 – Interstate 85 at South Carolina 153;
- Exit 54 – Interstate 85 at Pelham Road;
- Exit 66 – Interstate 85 at US 29;
- Exit 68 – Interstate 85 at SC 129;
- Exit 46c – Interstate 85 at Mauldin Road;
- Exit 48 – Interstate 85 at US 276;
- Exit 21 – Interstate 85 at US 178;
- Exit 63 – Interstate 85 at US 290;
- Exit 44b – Interstate 85 at US 25, and
- Exit 50 – Interstate 85 at SC 146.

The following are rehabilitation and resurfacing projects for Interstate 85 expected to be programmed based on available funding:

- Spartanburg County southbound between mile post 67.90 and 69.00;
- Spartanburg County northbound between mile post 67.90 and 69.40;
- Greenville County northbound between milepost 40.30 and 43.00;
- Greenville County southbound between milepost 40.20 and 43.20;
- Anderson County northbound between milepost 34.31 and 40.30, and
- Anderson County southbound between milepost 33.87 and 40.20.

There are several rehabilitation and resurfacing projects for Interstate 85 expected to be programmed over the next four to six years. These include:

- Greenville County southbound between mile post 43.20 and 47.30;
- Greenville County northbound between mile post 43.00 and 47.00, and
- Anderson County southbound between milepost 0.00 and 15.00.

There are two categories of substandard bridges identified on the map. One category is overpasses and the other is main line bridges.

There are fourteen substandard overpasses identified on the map. These include:

- Interstate 85 in Anderson County at Secondary 23;
- Interstate 85 in Anderson County at Secondary 71;
- Interstate 85 in Anderson County at Secondary 29;
- Interstate 85 in Greenville County at Secondary 435 (Ridge Road);
- Interstate 85 in Greenville County at Secondary 127(Sulphur Springs Road);
- Interstate 85 in Greenville County at Interstate 385 Ramp;
- Interstate 85 in Greenville County at Secondary 164;
- Interstate 85 in Spartanburg County at Secondary 62;
- Interstate 85 in Spartanburg County at Secondary 242;
- Interstate 85 in Spartanburg County at Secondary 1030;
- Interstate 85 in Spartanburg County at South Carolina 110;
- Interstate 85 in Cherokee County at South Carolina 150;

- Interstate 85 in Cherokee County at Secondary 82, and
- Interstate 85 in Cherokee County at US 29.

There are five substandard mainline bridges identified on the map. These include the following:

- In Oconee County Interstate 85 at the crossing at Hartwell Reservoir;
- In Anderson County Interstate 85 at the crossing at Brushy Creek;
- In Greenville County Interstate 85 at the crossing at Reedy River and secondary 218;
- In Spartanburg County Interstate 85 at the crossing at P and N Railroad, and
- In Spartanburg County Interstate 85 at the crossing at South Carolina 85.

Interstate 95 Corridor

Interstate Route 95 runs north to south from the North Carolina State Line to the Georgia State Line. This map identifies those sections of Interstate Route 95 that need to be improved over the next 20 years in order for it to maintain a safe efficient system. Needs were ranked by criteria defined by the General Assembly and separated as either financially feasible (also constrained) or financially unfeasible (also unconstrained).

The following categories were used to identify those sections of Interstate Route 95 that need improvements:

1. There have been six unconstrained widening sections identified along this corridor. These improvements include the widening of Interstate 95 from four to six lanes and they include two sections in Jasper County (one from the Georgia State line to United States 278 and the other from United States Route 278 to United States Route 17), one section in Florence County (from United States Route 76 to United States Route 52), one section in Orangeburg County (from United States Route 178 to the Dorchester County line), and one section in Dorchester County (from the Orangeburg County Line to Interstate Route 26).
2. There have been two unconstrained interchanges identified along this corridor. These improvements include two interchanges in Florence County (one at United States Route 52 or Exit 164 and the other one at South Carolina Route 327 or Exit 170).
3. There have been fourteen pavement improvements (also rehabs) identified along this corridor over the next two years. They include five sections in Clarendon County (one at Mile Markers 99.00 to 100.42 in the north direction, one at Mile Marker 114.23 to 118.30 in the north direction, one at Mile Marker 118.30 to 122.60 in the north direction, one at Mile Marker 126.70 to 131.40 in the north direction, and one at Mile Markers 131.40 to 131.44 in the north direction), seven sections in Dillon County (one at Mile Marker 179.30 to 182.20 in the north direction, one at Mile Markers 182.10 to 185.60 in the south direction, a one at

- Mile Markers 182.20 to 185.40 in the north direction, one at Mile Markers 185.40 to 193.30 in the north direction, one at Mile Marker 185.60 to 189.60 in the south direction, one at Mile Marker 192.20 to 193.40 in the south direction, and one at Mile Marker 193.30 to 193.43 in the north direction), and two sections in Florence County (one at Mile Markers 171.20 to 172.90 in the south direction and the other at Mile Markers 172.10 to 176.40 in the north direction).
4. There have been eleven candidate pavement improvements (also rehabs) identified along this corridor. They include two sections in Clarendon County (one at Mile Markers 114.23 to 116.40 in the south direction and one at Mile Markers 116.40 to 119.40 in the south direction), two sections in Colleton County (one at Mile Markers 32.57 to 47.57 in the north direction and one at Mile Markers 47.57 to 62.20 in the north direction), two sections in Dillon County (one at Mile Markers 172.90 to 182.10 in the south direction and one at Mile Markers 176.40 to 179.30 in the north direction), one section in Florence County (one at Mile Markers 156.00 to 159.90 in the north direction), one section in Jasper County (one at Mile Markers 18.30 to 23.19 in the north direction), and three sections in Orangeburg County (one at Mile Markers 85.74 to 97.20 in the south direction, one at Mile Markers 86.80 to 99.00 in the north direction and one at Mile Markers 97.20 to 99.40 in the south direction).
 5. There have been three substandard overpass bridges identified along this corridor. They include three bridges in Florence County (one at Secondary Route 577 or Mile Marker 158.90, one at Secondary Route 112 or Mile Marker 160.15, and one at Secondary Route 193 or Mile Marker 162.77).
 6. There have been twelve substandard mainline bridges identified along this corridor. They include two bridges in Clarendon County (one at the Pocotaligo River or Mile Marker 121.00, one at United States Route 301 and United States Route 521 or Mile Marker 122.02), one bridge in Colleton County (one at the South Carolina Line Railroad or Exit 57.28), two bridges in Dillon County (one at Secondary Route 39 or Mile Marker 192.40 and the other one at Secondary Route 927 or Mile Marker 198.01), two bridges in Florence County (one at United States Route 76 or Mile Marker 157.26 and the other one at the Great Pee Dee Swamp or Mile Marker 174.22), two bridges in Hampton County (one County Road 241 or Mile Marker 33.90 and the other one at South Carolina Route 68 or Mile Marker 38.28), one bridge in Jasper County (one at the Bagshaw Swamp or Mile Marker 12.96), and two bridges in Orangeburg County (one at Interstate Route 26 or Mile Marker 85.74 and the other one at United States Route 176 or Mile Marker 90.48).

Interstate 126 Corridor

The map of Interstate 126 reflects all capacity and rehab needs within Richland County. The constrained widening projects reflect projects that we anticipate will be fully funded for design right of way and construction over the next 20 years. Unconstrained needs

reflect deficiencies based on projected congestions levels but funding has not been identified for the project.

- There are currently no constrained needs identified on the map.
- There are currently no unconstrained needs identified on the map.

There are also constrained and unconstrained interchanges.

- There is one unconstrained interchange need on the map. It is located at the crossing of Interstate 126 and Greystone Boulevard.

There are resurfacing projects we expect to program based on available funding. There are also candidate resurfacing projects that we expect to program over the next four to six years.

- There is currently no two year pavement resurfacing projects identified on the map.
- There is currently no candidate pavement resurfacing projects identified on the map.

There are two categories of substandard bridges identified on the map. One category is overpasses and the other is main line bridges.

- There are two substandard overpasses identified on the map.
 - The first substandard overpass is located at the crossing of Huger Street.
 - The second substandard overpass is located at the crossing of Huger Street Top Bridge 126.
- There are twelve substandard mainline bridges identified on the map.
 - The first substandard mainline is located at the crossing of I-126, I-26, and the Saluda River.
 - The second substandard mainline is located at the crossing of Interstate 126.
 - The third substandard mainline is located at the crossing of Interstate 126.
 - The fourth substandard mainline bridge is located at the crossing of Pinckney Street.
 - The fifth substandard mainline bridge is located at the crossing of the Southern Railroad.
 - The sixth substandard mainline bridge is located at the crossing of Huger Street Lower Bridge.
 - The seventh substandard mainline bridge is located at the crossing for Huger Street top bridge.
 - The eighth substandard mainline bridge is located at the crossing of S.C.L. Railroad.

Interstate 185 Corridor

The map of Interstate 185 in Greenville County reflects all capital and rehabilitation needs.

- No widening or interchange needs were identified on the map.

One Candidate Pavement Rehabilitation project is identified along Interstate 185 that is expected to be programmed over a four to six year period from Mile Post 14.9 north to 16.4.

There are two categories of Substandard Bridges identified on the map. One category is overpasses and the other is main line bridges. One substandard overpass is identified along Interstate 185 located at the Butternut Drive crossing.

There are 7 substandard mainline bridges identified on the map.

- One is at the Ranch Road crossing.
- A second is on the northbound ramp at mile post 13.50.
- A third is on the southbound ramp at mile post 13.80.
- The fourth is at the SCL Railroad & Frontage Road.
- A fifth is at the SC 20 Connector.
- The sixth is at the Brushy Creek crossing.
- The seventh is at the S-149 crossing.

Interstate 385 Corridor

The map of Interstate 385 reflects all capital and rehabilitation needs beginning at Interstate 26 in Laurens County to its ending termini in downtown Greenville.

The constrained widening projects reflect projects that expect to be fully funded for design right of way and construction over the next 20 years. Unconstrained needs reflect capacity deficiencies based on projected congestions levels but funding has not been identified for the project.

The I-385 map contains the following constrained widening project:

- The segment North of Secondary 272 to Interstate 85. This will become a six lane section.

There is one unconstrained capacity need for Interstate 385:

- The segment located between Interstate 85 to South Carolina 291.

Constrained interchange needs along Interstate 385 include the following:

- Exit 51 in Greenville County, located at the crossing route of Interstate 85 and Interstate 385.

Unconstrained interchange needs in Greenville County along Interstate 385 include the following:

- Exit 35 – Interstate 385 at South Carolina 146;
- Exit 39 – Interstate 385 at Heywood Road;
- Exit 40 – Interstate 385 at South Carolina 291;
- Exit 37 – Interstate 385 at Roper Mountain Road, and
- Exit 34 – Interstate 385 at Butler Road.

There are several rehabilitation and resurfacing projects for Interstate 385 expected to be programmed based on available funding. These include:

- Laurens County northbound between mile post 0.00 and 14.90;
- Laurens County southbound between mile post 0.00 and 7.90;
- Greenville County northbound between milepost 23.10 and 24.60.

There are several rehabilitation and resurfacing projects for Interstate 385 expected to be programmed over the next four to six years. These include:

- Laurens County southbound between mile post 13.10 and 14.80;
- Laurens County southbound between mile post 7.90 and 13.10;
- Greenville County northbound between milepost 30.30 and 36.50;
- Greenville County southbound between milepost 22.90 and 25.30, and
- Greenville County southbound between milepost 34.60 and 36.80.

There are two categories of substandard bridges identified on the map. One category is overpasses and the other is main line bridges.

There are two substandard overpasses identified on the map:

- The first substandard overpass is located on Interstate 385 in Greenville County at South Carolina 418.
- The second substandard overpass is located on Interstate 385 in Greenville County at Secondary 543.

There are six substandard mainline bridges identified on the map. These include the following:

- In Laurens County. East bound lane at the crossing of Interstate 26;
- In Laurens County the crossing at US 221;
- In Laurens County the crossing at South Carolina 14;
- In Greenville County the west bound lane at US 276;

- In Greenville County the crossing at Interstate 85, and
- In Greenville County the crossing at Richland Creek.

Interstate 526 Corridor

The map of Interstate 526 reflects all capacity and rehabilitation needs. Interstate 526 runs west to east - from the intersection in the west with US 17 South to the intersection of US 17 North to the east. Interstate 526 functions as an outer beltline around the peninsula areas of the City of Charleston. Portions of Interstate 526 are in Charleston County and Berkeley County.

The constrained widening projects reflect projects that expect to be fully funded for design, right of way, and construction over the next 20 years. Unconstrained needs reflect capacity deficiencies based on projected congestion levels but funding has not been identified for those projects.

This map shows one segment of constrained widening.

- The segment is in both Charleston and Berkeley Counties - from SC 7 to S-97 (Long Point Road). It has a beginning milepost of 0.12 and an ending milepost of 17.50 for a distance of 17.38 miles.

There is one unconstrained widening need for Interstate 526 identified.

- The segment is in Charleston County –from S-97 (Long Point Road) to US 17 North. It has a beginning milepost of 17.50 and ending milepost of 19.56 for a distance of 2.06 miles.

There are five unconstrained interchange sites identified for Interstate 526.

- I-526 at Montague Avenue in Charleston County;
- I-526 at Leeds Avenue in Charleston County;
- I-526 at Nort Rhett Avenue in Charleston County;
- I-526 at Cainhoy Road in Berkeley County and
- I-526 at US 52 in Charleston County.

There are resurfacing projects expected to be programmed based on available funding. There are also candidate resurfacing projects that are expected to be programmed over the next four to six years.

- There are no two-year pavement rehabilitation projects identified on the map.
- There are currently no candidate pavement resurfacing projects identified on the map.

There are two categories of substandard bridges identified on the map. One category is overpasses and the other is main line bridges.

- There are no substandard overpasses identified on the map.
- There are no substandard main line bridges identified on the map.

Interstate 585 Corridor

The map of Interstate 585 reflects all capacity and rehabilitation needs. The Interstate 585 corridor runs from the intersection with Interstate 85 and US 176 to the intersection of US 221 and US 176. Interstate 585 is entirely within Spartanburg County.

The constrained widening projects are those expected to be fully funded for design, right of way, and construction over the next 20 years. The unconstrained needs reflect capacity deficiencies based on projected congestion levels but funding has not been identified for those projects.

- There are no constrained widening projects identified for Interstate 585.
- There are no unconstrained capacity needs for Interstate 585 shown.
- There are no interchange needs identified for Interstate 585.

There are resurfacing projects expected to be programmed based on available funding. There are also candidate resurfacing projects that are expected to be programmed over the next four to six years.

- Two year pavement rehabilitation is identified for a segment going in a northerly direction with a beginning milepost of 1.20 near US 221 and ending at milepost 2.25.
- Two year pavement rehabilitation is identified for a segment going in a southerly direction beginning with milepost 0.00 and ending at milepost 2.25.

There are currently no candidate pavement resurfacing projects identified.

There are two categories of substandard bridges. One category is overpasses and the other is main line bridges.

- There are two substandard overpasses identified:
 - The first substandard overpass crosses S-124 at milepost 1.35.
 - The second substandard overpass crosses SC 9 at milepost 1.83.
- There are no substandard main line bridges

INTERSTATE PLAN

			PREVIOUS PROGRAM 2006	10 YEAR NEEDS										20-YEAR NEEDS											
PROGRAM	PROJECT	COG / MPO		2007-2012 STIP						2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
				2007	2008	2009	2010	2011	2012																
OPERATIONS / TRAFFIC ENGINEERING			15,450	13,950	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	
REHAB			27,214	27,314	84,000	84,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	
INTERCHANGES																									
	I-85 @ S-82/SC 18 (PLEASANT SCH RD) INCLUDING BR @ SC 150 EXIT 95	APPALACHIAN																							
	I-85 @ S-82 EXIT 95	APPALACHIAN																							
	I-385 @ S-272 (GEORGIA RD) EXIT 29	GPATS	10,000 C																						
	I-26 @ US 1 (AUGUSTA RD) EXIT 111	COATS					10,500 R																		
	I-26 @ SC 302 (AIRPORT BLVD) EXIT 113	COATS	5,000 R												25,000 C	25,000 C			35,000 C	35,000					
	I-26 @ SC 219 EXIT 76	CENTRAL MIDLANDS	UC																						
	I-85 @ JUST NORTH OF S-12 (BROCKMAN-MCCLIMON RD)	GPATS	6,000 C																						
	I-95 US 301 (EXIT 97)	LOWER SAVANNAH																							
	I-77 (ANDERSON RD) @ US 21 - EXIT 77	RFATS	1,000 R 4,000 C 8,000 C																						
	I-385 @ S-453 (HARRISON BRIDGE RD) (EXIT 26)	GPATS		3,475 C 5,000 C																					
	I-26 @ S-13 (REMOUNT RD) (EXIT 212)	CHATS			27,000 C	26,000 C																			
	I-26 @ I-20 & I-126 CD (EXIT 107 & 108)	COATS				2,000 P	8,500 P																		
	I-85 @ I-385 (EXIT 51)	GPATS				2,000 P	3,000 R	3,000 R	2,000 R	50,000 C	45,000 C	20,000 C													
WIDENINGS																									
	I-26 WIDENING (PORT ACCESS RD TO I-526)	CHATS		1,100																					
	I-526 WIDEN TO 6 LANES (I-26 TO SC 7)	CHATS					2,500 P	2,500 P																	
	I-20 WIDEN TO 6 LANES (I-77 TO S-53)	COATS				2,500 P	5,300 P/R	50,000 C	60,000 C	20,000 C															
	I-385 WIDEN TO 6 LANES (NORTH OF S-272 TO I-85)	GPATS					2,500 P	5,500 P				12,000 R	50,000 C	50,000 C											
	I-85 WIDEN TO 8 LANES (US 25 TO SC 129)	GPATS / SPATS				5,000 P	5,000 P																		
	I-26 WIDEN TO 8 LANES (I-126 TO US 321)	COATS											10,000 P	5,000 P	16,000 R	16,000 R		70,000 C	130,000 C	50,000 C	40,000 C				
	I-26 WIDEN TO 6 LANES (US 321 TO S-31)	COATS																	5,000 P	10,000 P	10,000 R	10,000 R			
DEBT SERVICE			17,060	18,370	21,124	21,429	20,566	20,097	19,631	19,928	19,449	18,964	18,483	17,981	17,491	17,001	5,830	5,838	2,614						
INTERSTATE PROGRAM SUBTOTALS			\$93,724	\$69,209	\$147,124	\$157,929	\$102,866	\$126,097	\$126,631	\$134,928	\$109,449	\$95,964	\$123,483	\$142,981	\$103,491	\$113,001	\$85,830	\$120,838	\$182,614	\$105,000	\$95,000	\$55,000	\$45,000	\$45,000	
FEDERAL FUNDS WITH STATE MATCH			105,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	
IM & NHS CARRYOVER AVAILABLE			43,977	43,055	92,846	64,722	25,793	41,926	34,829	27,198	11,271	20,822	43,857	39,375	15,394	30,902	36,902	70,072	68,234	4,620	18,620	42,620	106,620	180,620	
BOND PROCEEDS																									
INTERSTATE PROGRAM SUBTOTALS			(93,724)	(69,209)	(147,124)	(157,929)	(102,866)	(126,097)	(126,631)	(134,928)	(109,449)	(95,964)	(123,483)	(142,981)	(103,491)	(113,001)	(85,830)	(120,838)	(182,614)	(105,000)	(95,000)	(55,000)	(45,000)	(45,000)	
BALANCE			55,253	92,846	64,722	25,793	41,926	34,829	27,198	11,271	20,822	43,857	39,375	15,394	30,902	36,902	70,072	68,234	4,620	18,620	42,620	106,620	180,620	254,620	

CONSTRAINED WIDENING NEEDS							
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	LENGTH MI	LANES FROM	LANES TO
3	RICHLAND / KERSHAW	I-77 TO S-53	75.72	81.66	5.94	4	6

UNCONSTRAINED WIDENING NEEDS							
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	LENGTH MI	LANES FROM	LANES TO
8	AIKEN	GA STATE LINE TO US 25	0.00	5.02	5.02	4	6
10	LEXINGTON / RICHLAND	US 378 TO I-77	61.27	75.72	14.45	6	8
11	LEXINGTON	S-204 TO US 378	50.96	61.27	10.31	4	8
27	RICHLAND / KERSHAW	S-53 TO US 521	81.66	97.81	16.15	4	6
35	AIKEN	US 26 TO S-144	5.02	11.22	6.20	4	6

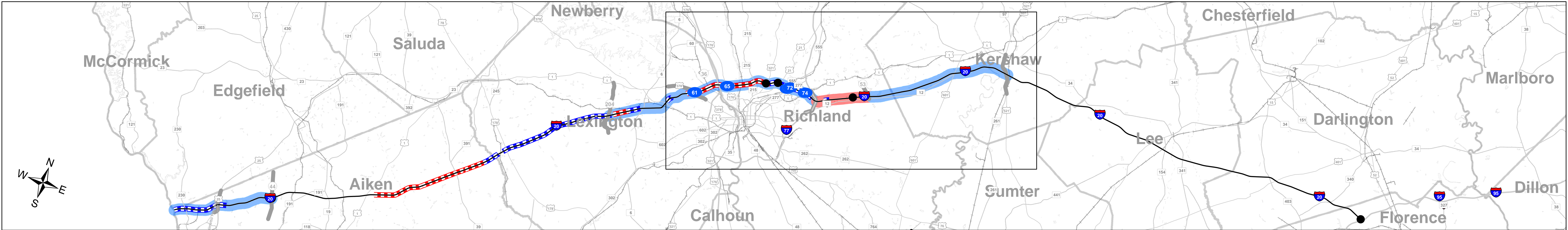
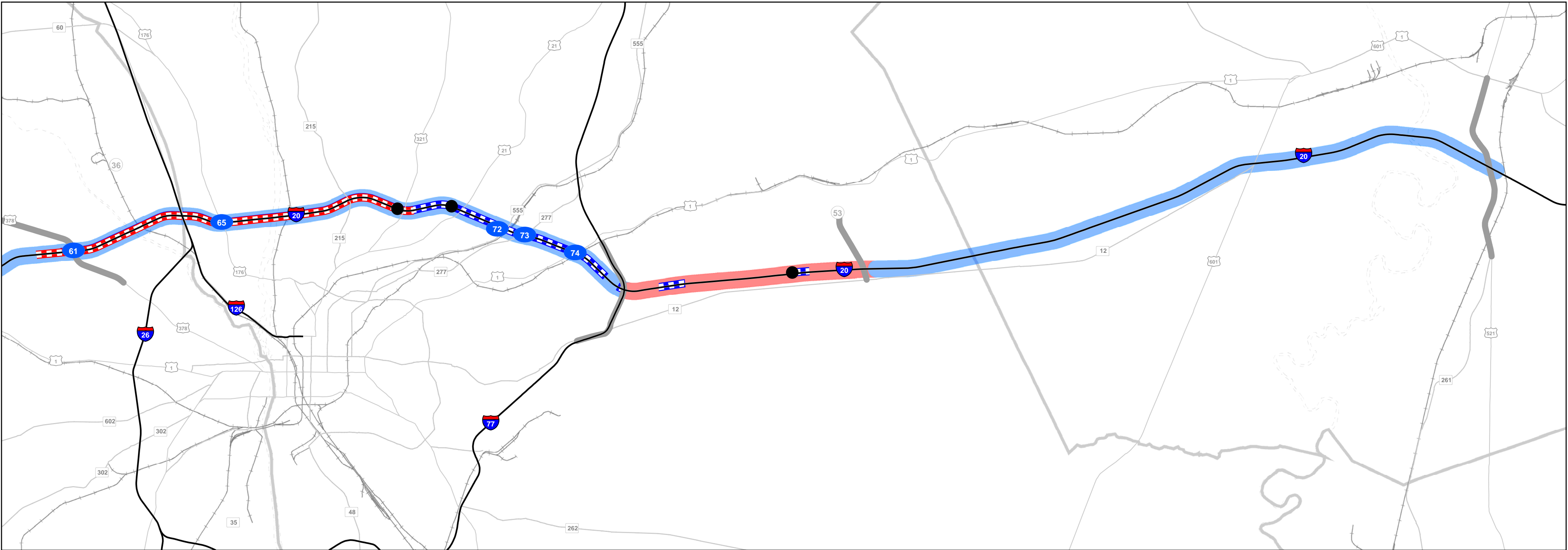
UNCONSTRAINED INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
9	RICHLAND	I-20 / US-176	65
12	LEXINGTON	I-20 / US 378	61
26	RICHLAND	I-20 / SC 277	73
31	RICHLAND	I-20 / US 1	74
42	RICHLAND	I-20 / SC 555	72

2 YR PAVEMENT REHAB						
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION	
4	LEXINGTON	60.28	62.90	2.62	E	
12	RICHLAND	62.90	69.90	7.00	E	
20	AIKEN	22.85	28.50	5.65	E	
26	AIKEN	33.60	35.80	2.20	E	
28	AIKEN	28.50	33.60	5.10	E	
30	LEXINGTON	52.74	54.38	1.64	W	

CANDIDATE PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	DIRECTION	
39	LEXINGTON	37.74	52.74	W	
49	RICHLAND	60.28	75.28	W	
50	AIKEN	35.80	37.50	E	
64	RICHLAND	78.90	80.00	W	
83	AIKEN	0.00	5.98	E	

SUBSTANDARD BRIDGES					
OVERPASS			MAIN LINE BRIDGE		
COUNTY	MILE POST	CROSSING	COUNTY	MILE POST	CROSSING
AIKEN	11.22	S-144	AIKEN	17.78	S.C. 19
RICHLAND	69.75	U.S. 321	AIKEN	22.07	U.S. 1
RICHLAND	71.20	U.S. 21	LEXINGTON	57.24	SOUTHERN RWAY & FRTG RD
RICHLAND	79.98	S-52	RICHLAND	72.36	SC 555,SOU RR,FRTG RD
FLORENCE	141.11	S-112	RICHLAND	73.87	JACKSON CREEK
			RICHLAND	75.72	I-20 RAMP
			RICHLAND	76.22	ALPINE RD - S-63
			KERSHAW	94.65	LUGOFF FARMS ROAD-PRIV.
			KERSHAW	96.88	WATEREE SWP OVERFLOW (2)
			KERSHAW	97.45	BIG PINE TREE CREEK
			LEE	117.38	ABANDONE S.C.L. RR
			LEE	117.38	S.C.L. RR

I-20



I-26

CONCONSTRAINED WIDENING NEEDS						
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	MILEAGE	LANES FROM LANES TO
1	CHARLESTON	US 52 CONN TO I-526	208.09	212.51	4.42	6 8
7	LEXINGTON / RICHLAND	I-126 TO US 321	107.96	115.18	7.22	6 8
9	LEXINGTON / CALHOUN	US 321 TO S-31	115.18	124.68	9.50	4 8

UNCONSTRAINED WIDENING NEEDS						
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	MILEAGE	LANES FROM LANES TO
5	LEXINGTON / RICHLAND	US 176 TO S-36	101.48	106.46	4.98	6 8
15	SPARTANBURG	US 176 TO SC 296	14.05	22.07	8.02	4 8
19	DORCHESTER / BERKELEY	SC 27 TO US 17-A	187.38	199.04	11.66	4 6
23	LEXINGTON / CALHOUN / RICHLAND	S-31 TO I-95	124.68	168.53	43.85	4 6
24	BERKELEY / CHARLESTON	US 17-A TO US R2 CONN	199.04	208.09	9.05	6 8
25	NEWBERRY / LEXINGTON / RICHLAND	SC 202 TO US 176	85.36	101.48	16.12	4 6
26	CHARLESTON	I-526 TO HERIOT ST	212.51	219.20	6.69	6 8
37	SPARTANBURG	SC 296 TO US 221	22.07	28.13	6.06	4 6

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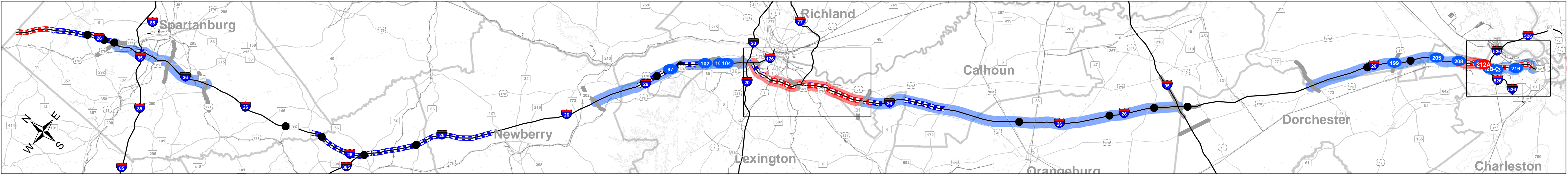
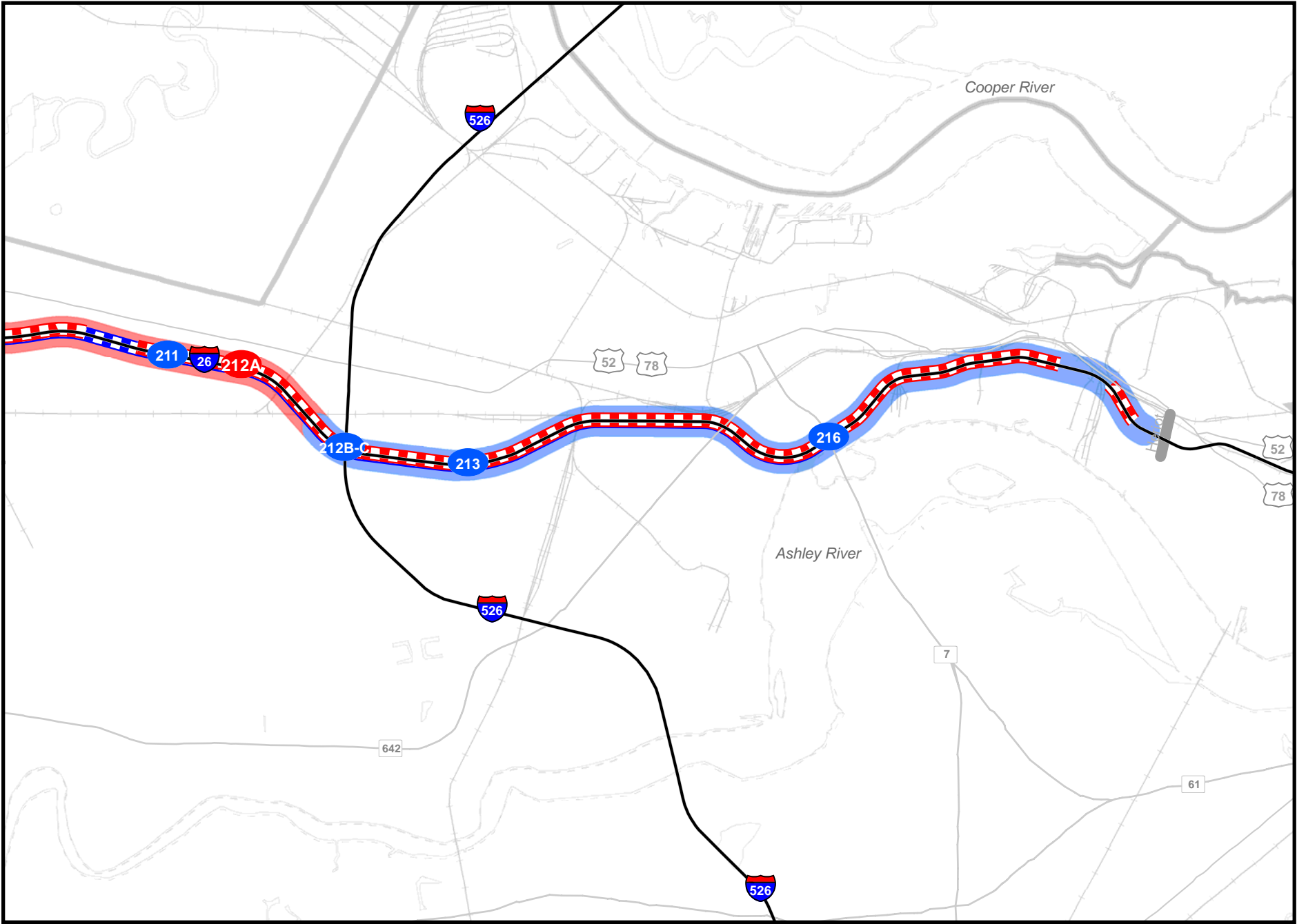
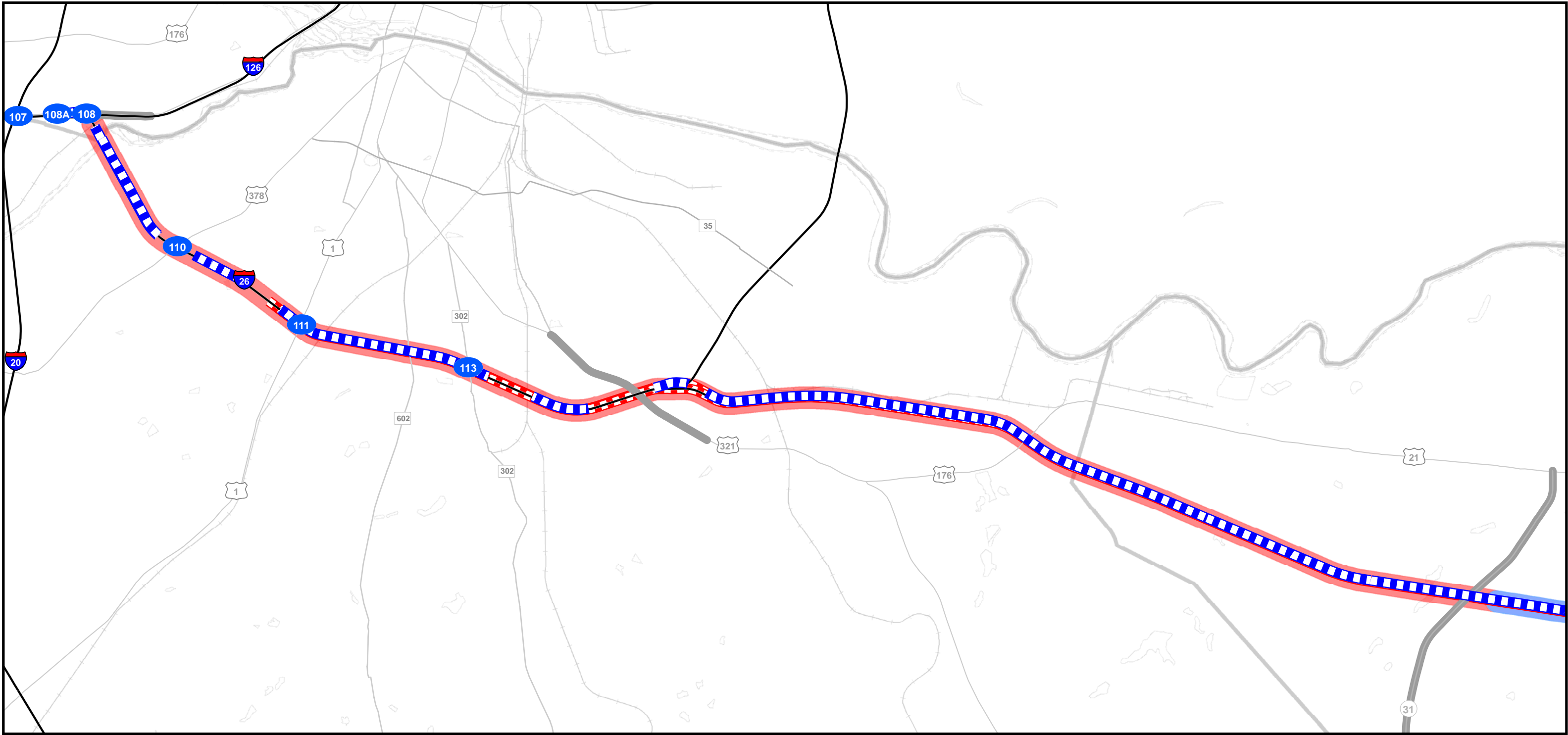
CONSTRAINED INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
21	CHARLESTON	I-26 / REMOUNT / AIRPORT RD.	212A

UNCONSTRAINED INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
1	LEXINGTON	I-26 / I-20	107
3	RICHLAND	I-26 / BUSH RIVER RD.	108A
7	CHARLESTON	I-26 / AVIATION AVE.	211
8	CHARLESTON	I-26 / I-526	212BC
10	LEXINGTON	I-26 / ST. ANDREWS RD.	106
13	RICHLAND	I-26 / I-128	108
14	RICHLAND	I-26 / US 176	97
20	CHARLESTON	I-26 / SC 7	216
22	CHARLESTON	I-26 / US 52	208
29	LEXINGTON	I-26 / US 1	111
33	LEXINGTON	I-26 / PINEY GROVE RD.	104
35	LEXINGTON	I-26 / SC 302	113
37	LEXINGTON	I-26 / US 378	110
38	BERKELEY	I-26 / US 176	199
39	CHARLESTON	I-26 / US 78	205
40	RICHLAND	I-26 / SC 60	102
51	CHARLESTON	I-26 / W. MONTAGUE AVE.	213
53	LEXINGTON	I-26 / HARBISON BLVD.	103

2 YR PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
11	SPARTANBURG	0.00	5.00	5.00	E
18	LEXINGTON	113.90	115.40	1.50	W
33	LEXINGTON	110.70	125.70	15.00	E
34	CLARENDON	114.23	118.30	4.07	N
35	CHARLESTON	209.71	218.70	8.99	W

CANDIDATE PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP		DIRECTION
38	CHARLESTON	209.68	214.10	4.42	E
40	SPARTANBURG	17.20	18.40	1.20	W
43	CALHOUN	121.00	122.80	1.80	W
44	CHARLESTON	214.10	216.50	2.40	E
51	LEXINGTON	107.96	109.30	1.34	E
54	LEXINGTON	110.50	113.90	3.40	W
55	LEXINGTON	107.88	109.50	1.62	W
58	RICHLAND	96.50	101.00	4.50	W
62	LAURENS	44.30	59.30	15.00	W
66	SPARTANBURG	5.00	11.10	6.10	E
67	LEXINGTON	115.40	121.00	5.60	W
72	RICHLAND	91.50	100.80	9.30	E
74	LAURENS	44.30	59.30	15.00	E
77	NEWBERRY	59.30	70.40	11.10	E
78	SPARTANBURG	5.10	14.30	9.20	W
82	CALHOUN	122.80	136.00	13.20	W

SUBSTANDARD BRIDGES					
OVERPASS			MAIN LINE BRIDGE		
COUNTY	MILE POST	CROSSING	COUNTY	MILE POST	CROSSING
SPARTANBURG	16.58	SOUTHERN RAILROAD	SPARTANBURG	9.97	S.C. 292
SPARTANBURG	18.62	SC 85	SPARTANBURG	12.35	CO RD 822
SPARTANBURG	19.46	S-78 & SOUTHERN RWY.	SPARTANBURG	14.05	U.S. 176
SPARTANBURG	20.21	P AND N. RAILROAD	SPARTANBURG	16.78	S-40
LAURENS	56.60	CSX RR & CORD	SPARTANBURG	19.13	S-525
RICHLAND	108.07	G.N. AND L. RAILROAD	SPARTANBURG	34.51	S-50
LEXINGTON	111.33	US 1	SPARTANBURG	40.56	S.C. 92
LEXINGTON	111.60	SOUTHERN RWY (NO. 1)	LAURENS	51.68	N.B.L. I-385
LEXINGTON	113.22	SC 302	LAURENS	52.46	S.C. 56
LEXINGTON	115.18	US 21 AND US 321	LAURENS	59.73	S.C. 66
BERKELEY	192.24	CYPRESS SWAMP	RICHLAND	94.32	S-234
CHARLESTON	213.52	MALL RD ACCESS	RICHLAND	96.55	U.S. 176 (NO 1)
CHARLESTON	215.47	S.C. 842	RICHLAND	97.91	S-80
CHARLESTON	216.35	S.C. 7	LEXINGTON	110.77	S-30
CHARLESTON	217.56	EB TO US 52	LEXINGTON	112.12	S-365
CHARLESTON	217.89	WBL CON TO SPRUILL & RR	LEXINGTON	114.50	S-72
CHARLESTON	217.89	SPRUILL CON TO EBL & RR	ORANGEBURG	147.41	S-29
CHARLESTON	219.28	I-26EB TO MT PLEASANT ST	ORANGEBURG	158.94	S-36
CHARLESTON	219.30	FRM MT PLEASANT ST TO 26W	ORANGEBURG	167.94	S-1302
CHARLESTON	219.71	FRM CYPRESS ST TO I-26EB	DORCHESTER	169.86	CO RD 337
			BERKELEY	197.97	S-275
			BERKELEY	200.99	S-535
			CHARLESTON	210.19	S-195-EAGLE DRIVE
			CHARLESTON	213.52	I-26 RAMP
			CHARLESTON	217.56	MEETING ST INTERCHANGE
			CHARLESTON	217.89	S.SPRUILL CONNECTION



UNCONSTRAINED WIDENING NEEDS							
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	MILEAGE	LANES FROM	LANES TO
14	RICHLAND	I-20 TO SC 277	15.87	18.45	2.58	4	8
17	RICHLAND / Lexington	SC 35 TO I-20	1.65	15.87	14.22	6	8
20	YORK	US 21 TO SC 122	76.87	78.89	2.02	6	8
22	RICHLAND	SC 277 TO US 21	18.45	24.05	5.60	6	8
30	FAIRFIELD / RICHLAND	US 21 TO S-41	24.05	40.77	16.72	4	6
31	CHESTER	SC 200 TO US 21	48.03	76.87	28.84	4	6

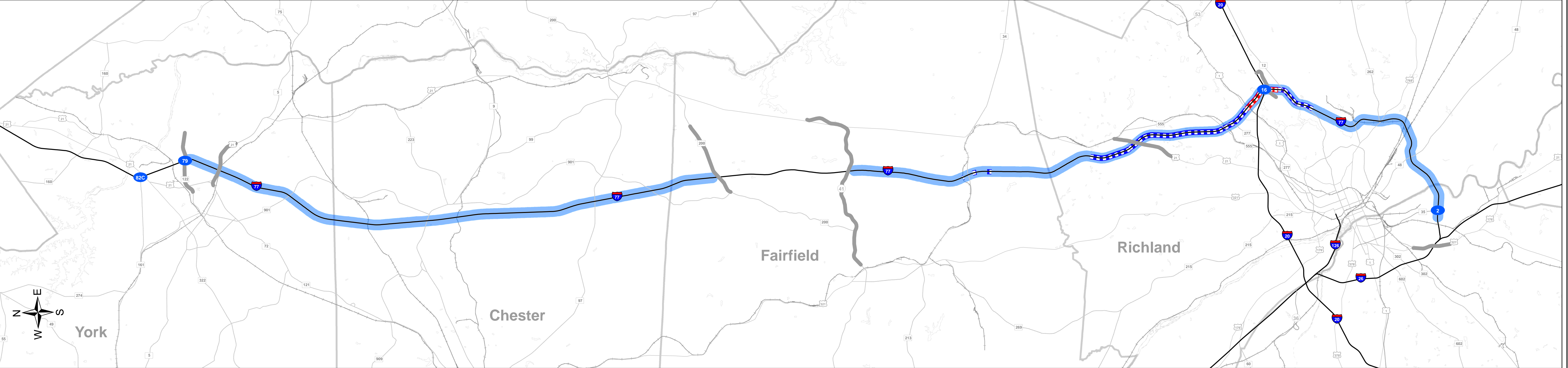
UNCONSTRAINED INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
28	LEXINGTON	I-77 / SC 35	2
47	YORK	I-77 / SC 161	82C
54	YORK	I-77 / SC 122	79
55	RICHLAND	I-77 / I-20	16

2 YR PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
23	RICHLAND	15.20	17.47	2.27	S

CANDIDATE PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENG TH MI	DIRECTION
45	RICHLAND	12.9	17.47	4.57	N
53	FAIRFIELD	33.56	33.78	0.22	N
68	FAIRFIELD	33.48	33.78	0.30	S
75	RICHLAND	17.47	26.8	9.33	N
80	RICHLAND	17.47	26.82	9.35	S

SUBSTANDARD BRIDGES					
OVERPASS			MAIN LINE BRIDGE		
COUNTY	MILE POST	CROSSING	COUNTY	MILE POST	CROSSING
NONE IDENTIFIED			NONE IDENTIFIED		

I-77



UNCONSTRAINED WIDENING NEEDS							
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	MILEAGE	LANES FROM	LANES TO
* 4	GREENVILLE / SPARTANBURG	US 25 TO SC 129	43.21	67.90	24.69	6	8
16	ANDERSON / GREENVILLE	SC 153 TO US 25	40.21	43.21	3.00	6	8
18	SPARTANBURG	SC 85 TO I-85 BUS LOOP	68.84	77.59	8.75	6	8
21							
21	SPARTANBURG / CHEROKEE	US 221 TO NC ST LINE	77.92	106.28	28.36	4	6
30	ANDERSON	US 76 TO SC 153	19.44	40.21	20.77	6	8
34	OCONEE / ANDERSON	GA ST LINE TO US 76	0.00	19.44	19.44	4	6

* FUNDING AVAILABLE FOR DESIGN ONLY

CONSTRAINED INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
2	GREENVILLE	I-85 / I-385	51

UNCONSTRAINED INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
6	ANDERSON	I-85 / SC 153	40
16	GREENVILLE	I-85 / PELHAM RD.	54
17	SPARTANBURG	I-85 / US 29	66
19	SPARTANBURG	I-85 / SC 129	68
30	GREENVILLE	I-85 / MAULDIN RD.	46C
32	GREENVILLE	I-85 / US 276	48
34	ANDERSON	I-85 / US 178	21
36	SPARTANBURG	I-85 / SC 290	63
41	GREENVILLE	I-85 / US 25	44B
44	GREENVILLE	I-85 / SC 146	50

2 YR PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
1	SPARTANBURG	67.90	69.00	1.10	S
2	SPARTANBURG	67.90	69.40	1.5	N
3	GREENVILLE	40.30	43.00	2.7	N
16	GREENVILLE	40.20	43.20	3	S
31	ANDERSON	34.31	40.30	5.99	N
36	ANDERSON	33.87	40.20	6.33	S

CANDIDATE PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENG TH MI	DIRECTION
48	GREENVILLE	43.20	47.30	4.1	S
76	GREENVILLE	43.00	47.00	4	N
84	ANDERSON	0.00	15.00	15	S

SUBSTANDARD BRIDGES					
● OVERPASS			▲ MAIN LINE BRIDGE		
COUNTY	MILE POST	CROSSING	COUNTY	MILE POST	CROSSING
ANDERSON	4.09	S-23	OCONEE	0.01	HARTWELL RESERVOIR
ANDERSON	15.63	S-71	OCONEE	0.01	HARTWELL RESERVOIR
ANDERSON	22.73	S-29	ANDERSON	37.08	BRUSHY CREEK
GREENVILLE	47.77	RIDGE ROAD S-435	GREENVILLE	46.32	REEDY RIVER AND S-218
GREENVILLE	49.38	SULPHUR SPRINGS RD S-127	GREENVILLE	46.32	REEDY RIVER AND S-218
GREENVILLE	50.73	I-385 RAMP	SPARTANBURG	65.79	P AND N RAILROAD
GREENVILLE	54.80	S-164	SPARTANBURG	68.84	SC 85 SBL
SPARTANBURG	60.73	S-62	SPARTANBURG		
SPARTANBURG	61.33	S-242			
SPARTANBURG	65.17	S- 1030			
SPARTANBURG	82.68	S.C. 110			
CHEROKEE	92.82	S.C. 150			
CHEROKEE	94.76	S-82			
CHEROKEE	105.70	U.S. 29			

I-85



UNCONSTRAINED WIDENING NEEDS							
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	MILEAGE	LANES FROM	LANES TO
28	JASPER	GA ST LINE TO US 278	0.00	20.74	20.74	4	6
32	FLORENCE	US 76 TO US 52	157.26	164.10	6.84	4/6	8
33	JASPER	US 278 TO US 17	20.74	33.08	12.34	4	6
38	ORANGEBURG / DORCHESTER	US 178 TO I-26	82.23	85.74	3.51	4	6

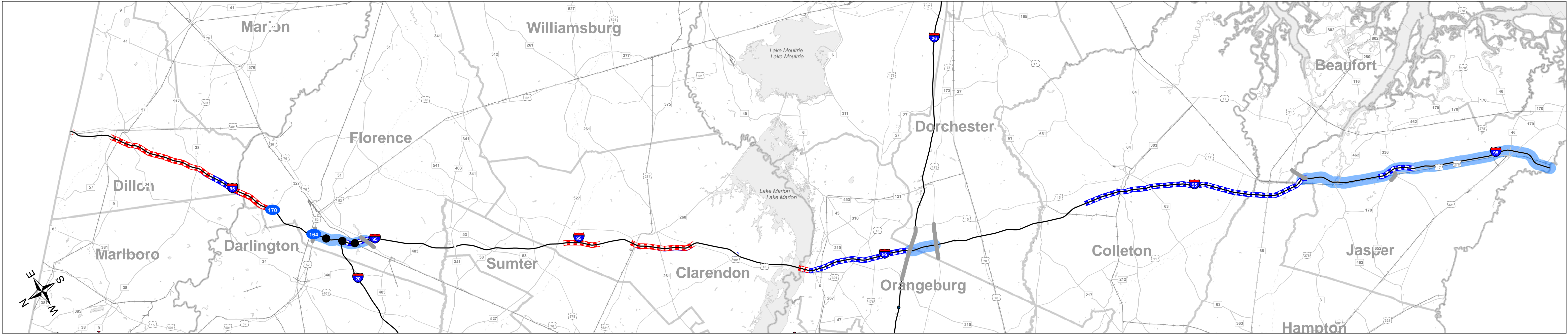
UNCONSTRAINED INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
11	FLORENCE	I-95 / SC 327	170
45	FLORENCE	I-95 / US 52	164

2 YR PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
5	FLORENCE	171.20	172.90	1.70	S
6	DILLON	182.10	185.60	3.50	S
7	CLARENDON	131.40	131.44	0.04	N
8	DILLON	182.20	185.40	3.20	N
9	DILLON	185.40	193.30	7.90	N
10	FLORENCE	172.10	176.40	4.30	N
13	DILLON	192.20	193.40	1.20	S
14	DILLON	179.30	182.20	2.90	N
15	DILLON	193.30	193.43	0.13	N
17	CLARENDON	126.70	131.40	4.70	N
19	CLARENDON	118.30	122.60	4.30	N
24	CLARENDON	99.00	100.42	1.42	N
25	DILLON	185.60	189.60	4.00	S
34	CLARENDON	114.23	118.30	4.07	N

CANDIDATE PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
37	CLARENDON	116.40	119.40	3.00	S
46	DILLON	176.40	179.30	2.90	N
47	CLARENDON	114.23	116.40	2.17	S
56	ORANGEBURG	86.80	99.00	12.20	N
60	FLORENCE	156.00	159.90	3.90	N
61	ORANGEBURG	97.20	99.40	2.20	S
63	JASPER	18.30	23.19	4.89	N
65	DILLON	172.90	182.10	9.20	S
70	ORANGEBURG	85.74	97.20	11.46	S
79	COLLETON	32.57	47.57	15.00	N
81	COLLETON	47.57	62.20	14.63	N

SUBSTANDARD BRIDGES					
OVERPASS			MAIN LINE BRIDGE		
COUNTY	MILE POST	CROSSING	COUNTY	MILE POST	CROSSING
FLORENCE	158.90	S-577	JASPER	12.96	BAGSHAW SWAMP
FLORENCE	160.15	S-112	HAMPTON	33.90	C-241 & S.C.L.RR
FLORENCE	162.77	S-193	HAMPTON	38.28	S.C. 68 & S.C.L. RR
			COLLETON	57.28	S.C.L. RAILROAD
			ORANGEBURG	85.74	I-26
			ORANGEBURG	90.48	U.S. 176
			CLARENDON	121.00	POCOTALIGO RIVER (NO. 2)
			CLARENDON	122.02	US 521-301 CON/SCL RR
			FLORENCE	157.26	US 76
			FLORENCE	174.22	GR. PEE DEE SWP & F-RD
			DILLON	192.40	S-39 & CSX RR
			DILLON	198.01	CSX RR & FRTG RD S-927

I-95



WIDENING NEEDS							
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	MILEAGE	LANES FROM	LANES TO
NONE IDENTIFIED							

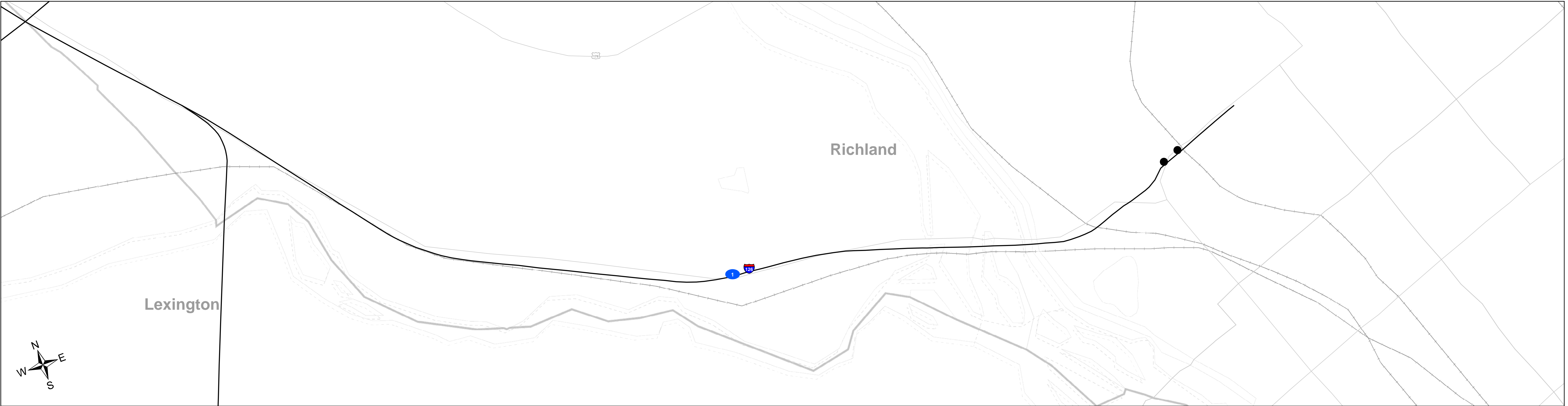
UNCONSTRAINED INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
50	RICHLAND	I-126 / GREYSTONE BLVD.	1

2 YR PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
NONE IDENTIFIED					

CANDIDATE PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
NONE IDENTIFIED					

SUBSTANDARD BRIDGES					
● OVERPASS			▲ MAIN LINE BRIDGE		
COUNTY	MILE POST	CROSSING	COUNTY	MILE POST	CROSSING
RICHLAND	3.38	OF HUGER STREET	RICHLAND	0.23	I-126 I-26 SALUDA RIV RR
RICHLAND	3.44	FOR HUGER ST(TOP BR) 126	RICHLAND	0.72	I-126
			RICHLAND	3.06	PINCKENEY ST.
			RICHLAND	3.12	SOUTHERN RAILROAD
			RICHLAND	3.38	HUGER ST (LOWER BRIDGE)
			RICHLAND	3.44	FOR HUGER ST(TOP BR) 126
			RICHLAND	3.54	S.C.L. RAILROAD

I-126



WIDENING NEEDS							
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	MILEAGE	LANES FROM	LANES TO
NONE IDENTIFIED							

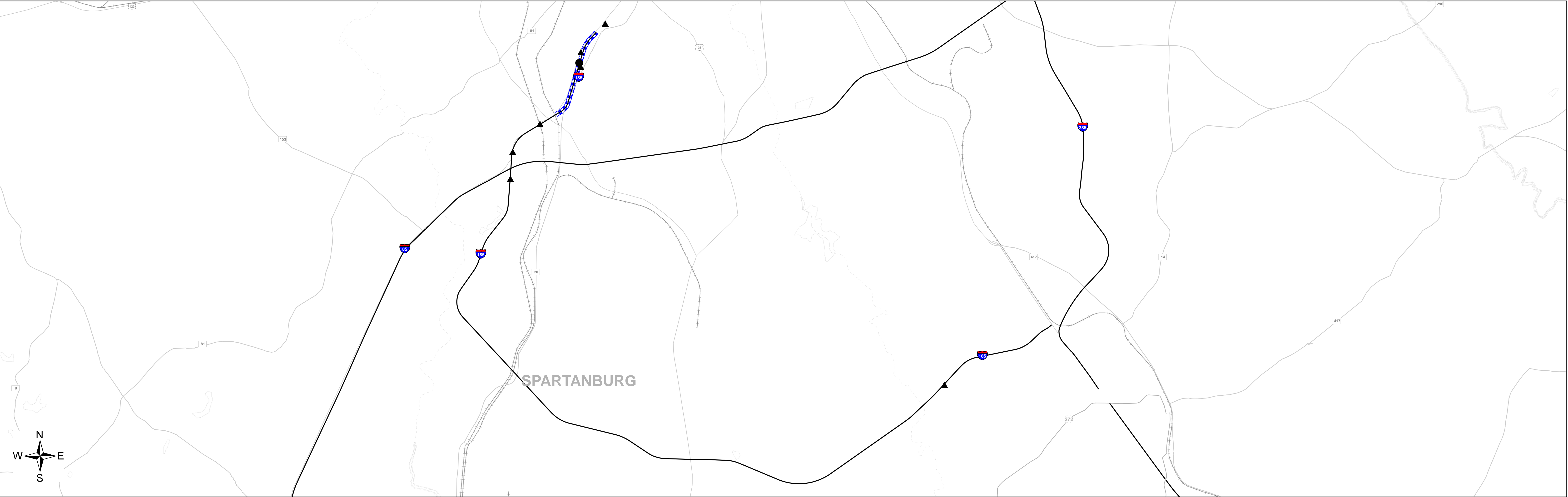
INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
NONE IDENTIFIED			

2 YR PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
NONE IDENTIFIED					

CANDIDATE PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENG TH MI	DIRECTION
57	GREENVILLE	14.9	16.4	1.5	N

SUBSTANDARD BRIDGES					
● OVERPASS			▲ MAIN LINE BRIDGE		
COUNTY	MILE POST	CROSSING	COUNTY	MILE POST	CROSSING
GREENVILLE	15.83	BUTTERNUT DRIVE	GREENVILLE	2.04	RANCH ROAD C- 677
			GREENVILLE	13.50	NB I-185 RAMP
			GREENVILLE	13.80	SB I-185 RAMP
			GREENVILLE	14.67	SCL RR & FRONTAGE RD
			GREENVILLE	15.33	S.C. 20 CON
			GREENVILLE	15.55	BRUSHY CREEK
			GREENVILLE	16.11	S-149

I-185



CONSTRAINED WIDENING NEEDS							
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	MILEAGE	LANES FROM	LANES TO
6	GREENVILLE	N of S-272 (6 lane section) TO I-85	29.88	36.33	6.45	4	6

UNCONSTRAINED WIDENING NEEDS							
13	GREENVILLE	I-85 TO SC 291	36.33	40.24	3.91	6	8

CONSTRAINED INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
2	GREENVILLE	I-85 / I-385	51

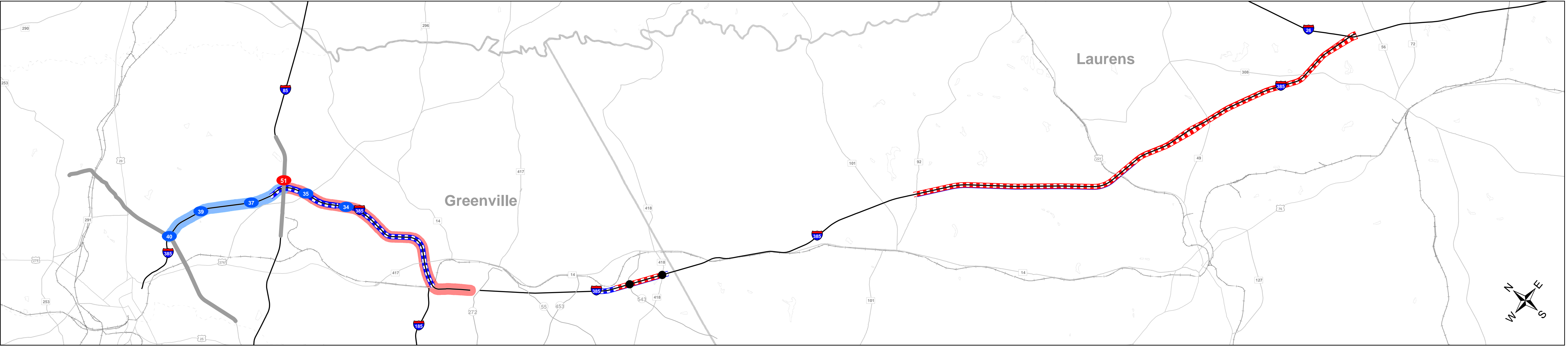
UNCONSTRAINED INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
15	GREENVILLE	I-385 / SC 146	35
25	GREENVILLE	I-385 / HAYWOOD RD	39
27	GREENVILLE	I-385 / SC 291	40
43	GREENVILLE	I-385 / ROPER MTN. RD.	37
49	GREENVILLE	I-385 / BUTLER RD	34

2 YR PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
22	LAURENS	0.00	14.90	14.90	N
27	GREENVILLE	23.10	24.60	1.5	N
32	LAURENS	0.00	7.90	7.9	S

CANDIDATE PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENG TH MI	DIRECTION
41	GREENVILLE	30.30	36.50	6.2	N
42	LAURENS	13.10	14.80	1.7	S
59	LAURENS	7.90	13.10	5.2	S
69	GREENVILLE	22.90	25.30	2.4	S
71	GREENVILLE	34.60	36.80	2.2	S

SUBSTANDARD BRIDGES					
OVERPASS			MAIN LINE BRIDGE		
COUNTY	MILE POST	CROSSING	COUNTY	MILE POST	CROSSING
GREENVILLE	23.09	SC-418	LAURENS	0.18	EB LANE OF I 26
GREENVILLE	24.13	S-543	LAURENS	8.53	US 221 & S.C.L. RR
			LAURENS	8.53	US 221 & S.C.L. RR
			LAURENS	8.53	US 221 AND CSX RR
			LAURENS	21.61	SC 14 CSX RR CO RD
			GREENVILLE	30.27	US 276 W.B. LANE
			GREENVILLE	36.24	I-85
			GREENVILLE	42.00	RICHLAND CREEK

I-385



UNCONSTRAINED WIDENING NEEDS							
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	MILEAGE	LANES FROM	LANES TO
2	CHARLESTON / BERKELEY	SC 7 TO S-97 (LONG POINT RD)	0.12	17.50	17.38	4	8
12	CHARLESTON	S-97 (LONG POINT RD) TO US 17	17.50	19.56	2.06	4	8

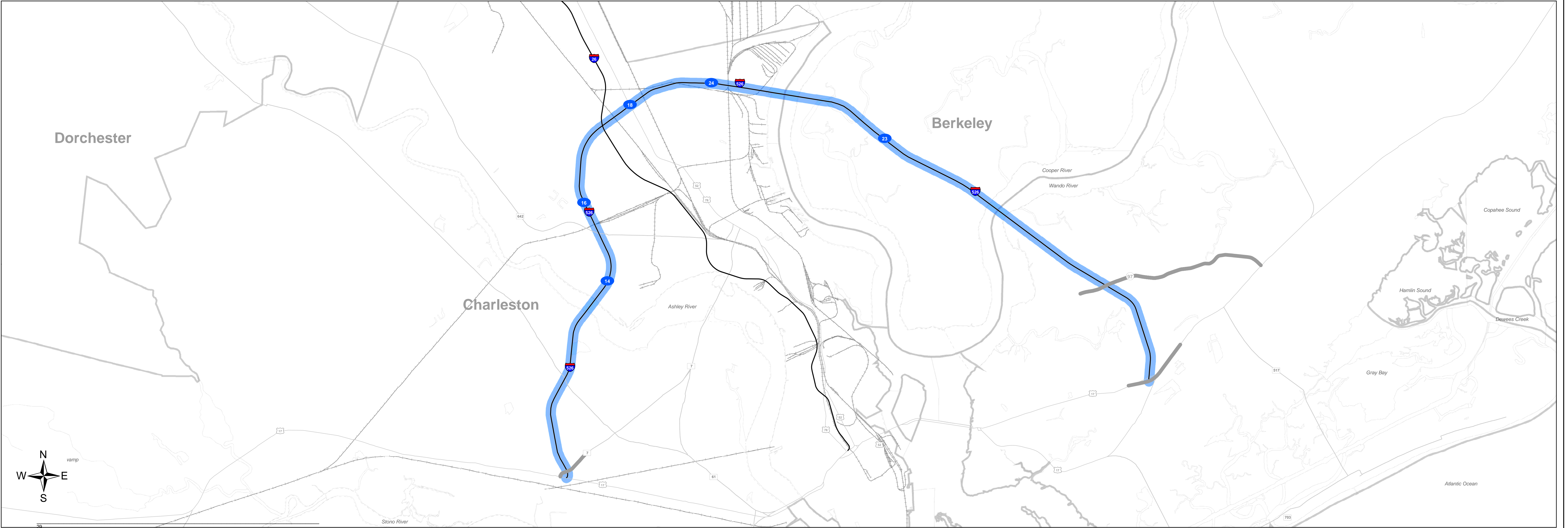
UNCONSTRAINED INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
18	CHARLESTON	I-526 / MONTAGUE AVE.	16
23	CHARLESTON	I-526 / LEEDS	14
24	CHARLESTON	I-526 / N. RHETT AVE	24
48	BERKELEY	I-526 / CAINHOY RD.	23
52	CHARLESTON	I-526 / US 52	18

2 YR PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
NONE IDENTIFIED					

CANDIDATE PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
NONE IDENTIFIED					

SUBSTANDARD BRIDGES					
● OVERPASS			▲ MAIN LINE BRIDGE		
COUNTY	MILE POST	CROSSING	COUNTY	MILE POST	CROSSING
NONE IDENTIFIED			NONE IDENTIFIED		

I-526



WIDENING NEEDS							
STATEWIDE RANK	COUNTY	SEGMENT	BMP	EMP	MILEAGE	LANES FROM	LANES TO
NONE IDENTIFIED							

INTERCHANGES			
STATEWIDE RANK	COUNTY	CROSSING ROUTE	EXIT #
NONE IDENTIFIED			

<div> <div></div> <div></div> <div></div> </div> 2 YR PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENGTH MI	DIRECTION
21	SPARTANBURG	1.20	2.25	1.05	N
29	SPARTANBURG	0.00	2.25	2.25	S

CANDIDATE PAVEMENT REHAB					
STATEWIDE RANK	COUNTY	BMP	EMP	LENG TH MI	DIRECTION
NONE IDENTIFIED					

SUBSTANDARD BRIDGES					
<div>●</div> OVERPASS			<div>▲</div> MAIN LINE BRIDGE		
COUNTY	MILE POST	CROSSING	COUNTY	MILE POST	CROSSING
SPARTANBURG	1.35	S-124	NONE IDENTIFIED		
SPARTANBURG	1.83	S.C. 9			

I-585

